

2017 Sailing Instructions

**For further information, and to recommend changes or additions, go to:
Regatta Networks Registration Page - <http://www.regattanetwork.com/event/13858>**

Race Officer contact information:

Race Committee Officer	Phone number	Email	Boat Name
Roy Kuipers (CLYC Commodore)	(214) 274-5227	roy@rkuipers.com	Three Sheets to the Wind
Scott Self (Treasurer)	(214) 803-0025	scott@sailwithscott.com	Seawolf
Robert Williams (CLYC Scorer)	(214) 478-4111	rwilliams4111@gmail.com	Hotter Tuna
Robert Harmon (CLYC Secretary)	(972) 740-7861	bob.harmon2@gmail.com	Three Sheets to the Wind
Bob Barnes (BVYC Commodore)	(214) 729-2399	mbob_barnes@verizon.net	Claire De Lune
George Conklin (BVYC VC of Race)	(469) 682-8704	yourfavoritegeorge@yahoo.com	Audacity

Thank you, and have a great time racing.

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1 RULES

- 1.1 Races will be governed by the Racing Rules of Sailing (2017-2020) ([ISAFRRS](#)), and these Sailing Instructions.
- 1.2 *All boats shall provide to the race committee a completed registration form. To register go to the Regatta Networks Event page. <http://www.regattanetwork.com/event/13858>*
- 1.3 *Updates to a boats registration information (i.e. contact info, sail no's, etc) shall be provided by updating the registration information on Regatta Networks.*

2 NOTICES TO COMPETITORS

The Regatta Networks events page for the current racing series, and the Facebook page ([Sailors Racing](#)), will be used as the Official Notice Boards. Notices will also be forwarded by email/text to registered skippers. As a courtesy, notices shall provided by email/text to registrants on the Sailors Racing Regatta Networks event page. <http://www.regattanetwork.com/event/13798>

Regatta Networks registration page: <http://www.regattanetwork.com/event/13858>

Facebook page: [Sailors Racing](#)

Sailors Racing Regatta Networks event page: <http://www.regattanetwork.com/event/13798>

3 CHANGES IN SAILING INSTRUCTIONS

- 3.1 Any changes to these Sailing Instructions will be posted on the official notice board with notification from Sailors Racing Facebook page, and Regatta Networks events page for the current racing series, twenty four hours prior to the scheduled start time of the race in which it will take affect.

4 SIGNALS MADE ASHORE

- 4.1 All visual signals made ashore will be displayed from each clubs committee boat. Code Flag "AP" (Answering Pennant) with two sound signals (one when lowered) means "The race is postponed". The warning signal will be made not less than 1 minutes after the "AP" is lowered. All signals made ashore shall also be announced via radio broadcast (see section 15 RADIO COMMUNICATION).

5 SCHEDULE OF RACES

- 5.1 Races will be conducted per the schedule posted on the official notice board (See 2 NOTICES TO COMPETITORS).
- 5.2 Unless agreed to otherwise, and posted in advance, only one race is scheduled per day.
- 5.3 Official time to be used for races shall be UTC (Coordinated Universal time), or GMT (Greenwich Mean Time).

Note: *GPS time shall not be used (as of July 2015 GPS time officially differs by 17 seconds from UTC, see <https://confluence.gps.nl/display/KBE/UTC+to+GPS+Time+Correction> for correction info).*

Correct UTC/GMT time may be obtained from one of the following.

Greenwich website to set your watch....., <http://wpp.greenwichmeantime.com>

Atomic clock website to set your watch....., <http://www.time.gov>

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6 CLASS FLAGS

- 6.1 Unless Sailing Instruction 6.3 applies, there will be one starting class for all races and shall be designated by the class flag "Numeral 1". Numeral flags shall be used to designate all classes starting.
- 6.2 The fleets designated for each sailing series will be as follows: "A" Aux boats with phrf less than 121 (this includes sport boats). "B" Aux boats with phrf greater than 120, and less than 223, "C" Aux boats with phrf greater than 222. "Main and Jib" boats (see note MJ) shall sail with the respective fleet as assigned by their phrf rating. There WILL NOT BE a separate fleet designation for the "Main and Jib", MJ boats. Race Committee shall not add any additional fleets to any race or series, without prior approval of senior race officers from each club.
- 6.3 The preferred number of starts is one. If the number of boats entering a days race is greater than 30, or at the discretion of the race committee, additional starts may be used. If it is decided to use additional starts, the first starting fleet will be designated as starting class one, represented by the class flag "Numeral 1". The second starting fleet will be designated as starting class two, by the class flag "Numeral 2", etc.
- 6.4 In the event of multiple starts, starting class one will comprise all the "A" fleet boats and all other fleets NOT designated by the race committee as starting in a subsequent/additional start(s).

MJ – Boats declaring that they wish to sail as "Main and Jib" (MJ) shall notify the scorer prior to the beginning of each series, and shall sail the entire series under main and jib alone. If at any point during a series a boat that has declared MJ is found to be sailing with a spinnaker, all scoring for that boat will be changed to reflect the non-spinnaker PHRF rating for that boat, and is subject to protest.

7 RACING AREA

- 7.1 The racing area is on Lake Ray Hubbard, South of Interstate 30 (see Appendix 2: Map - Lake Marks).

8 THE COURSE

- 8.1 The course to be sailed will be designated and announced by the race committee prior to the start of the days race.
- 8.2 The Typical course to be sailed will be "W" (Windward/Leeward). A numeric modifier may be used in addition to this designation to indicate the number of upwind legs (number of laps). See diagram in Appendix 1: Courses ("W2" indicates a "W" course sailed two times).
- 8.3 At the discretion of the race committee the course "T" (Triangle), and "O" (Olympic), along with numeric modifiers may be used. If these courses are designated, the race committee will designate a permanent mark of the lake, indicating the windward mark. The Jibe marks for these courses can be a temporary mark, and will have been set by the committee. See (9.3 Jibe Mark).
- 8.4 Leave all marks to port, except as prescribed by the course to be sailed (See also 8.7).
- 8.5 The letters "A", "B", and "C" will be used as alpha modifiers to the course designations above indicating the fleet to which the course applies ("B181W2" – indicates that the "B" fleet is to sail a W2 course using mark 181 as the windward mark). In the event that a fleet designation is not used, all boats shall sail the same course.
- 8.6 The mark designations listed in Appendix 3, or the compass heading, will be used as a numeric modifier preceding the course designation indicating the heading to the first mark of the course. All compass headings will be shown as a numeric value ending with the number "0" or "5". All mark designations represent the compass bearing to the mark, divided by 10. The third digit of a mark designation represents the distance to the mark, from the "S" mark.

Examples of courses indicated on the course board

A 182 W2
| | Course to be sailed – W2 (windward – leeward – windward – leeward)
| | Compass heading or **mark** to be sailed to – mark 18-2
Start Fleet "A".

B 15 T
| | Course to be sailed – t (windward – reach – reach)
| | Compass heading or **mark** to be sailed to – mark 15
Start Fleet "B".

B 200 WT
| | Course to be sailed – t (windward – leeward)
| | **Compass heading** to mark or temporary mark – 200 degrees
Start Fleet "B".

(In the event all fleets are to use the same windward mark, the compass heading or mark designation may be posted separately.)

Examples of course board for a days race

182 Heading to the first mark is 180 degrees and the distance is 2 miles

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AW2 The "A" fleet course will be a W2 with a windward head of 180 degrees

BW The "B" fleet course will be a W with a windward heading of 180 degrees (same as the "A" Fleet)

8.7 For long distance courses, or courses not designated by the course descriptors "T", "W" and "O", the following instructions shall be used. *The "T", "W" and "O" descriptors shall be omitted from the course description.*

8.7.1 The course shall be designated by posting the designations of each of the marks to be rounded. In the event that the "Start-Finish" mark is used as a mark to be rounded it shall be designated as mark "0" (zero).

8.7.2 Marks shall be rounded in the order posted on the course board.

8.7.3 Leave all marks to port, except as prescribed by the course to be sailed. If the course to be sailed is rounding in a clockwise direction, then the marks of the course shall be left to starboard. If the course to be sailed is rounding in a counter-clockwise direction, then the marks of the course shall be left to port.

Examples of courses indicated on the course board (NOT described by the designations "T", "W", or "O")

A S D Start Fleet "A".
| | Second mark to be rounded (Dam – D). Leave mark to Port
| | First mark to be rounded (Sunnyvale – S). Leave mark to Port

B D S Start Fleet "B".
| | Second mark to be rounded (Sunnyvale – S). Leave mark to Starboard
| | First mark to be rounded (Dam – D). Leave mark to Starboard

B 15 9 (*this course is equivalent to a "T"*)
| | Second mark to be rounded (9). Leave mark to Port
| | First mark to be rounded (15). Leave mark to Port

A 15 27 (*this course is equivalent to a "W"*)
| | Mark to be rounded (27). Leave mark to Port
| | First mark to be rounded (15). Leave mark to Port

B 181 9 0 181 (*this course is equivalent to a "TW"*)
| | | | Fourth mark to be rounded (181). Leave mark to Port
| | | | Third mark to be rounded (0). Leave mark to Port
| | | | Second mark to be rounded (9). Leave mark to Port
| | | | First mark to be rounded (181). Leave mark to Port

9 MARKS

9.1 The marks of the course will be the permanent marks/buoys of the lake as described on the map in appendix A. Each of the marks has been marked with an alpha, or numeric designation as shown on the map. GPS coordinates for each of these marks is provided. See Appendix 3: Locations – Lake Marks

9.2 In the event that the permanent marks cannot be used to conduct a race, the Race Committee will post the come within hail flag, and signal the use of other marks (orange, or white spheres or tetrahedrons).


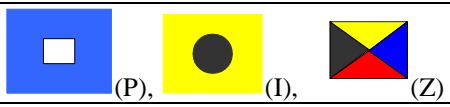
9.3 Jibe Marks – jibe marks (designated "OS" in course diagrams) if used, will be Orange, or White Spheres ("OS"), or Tetrahedrons. Race Committee will be required to measure and supply the scorer with the distance from the jibe mark to the windward mark, and to the "O"(zero) mark from the jibe mark.

9.4 In the event of a missing mark, the lead boat shall sail to the nearest visible mark and use that as the new windward mark. The lead boat shall also notify the race committee, and competitors via radio, of the missing mark. Failure to make/receive this notification shall not be grounds for abandonment or redress.

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10 THE START

- 10.1 Unless at the discretion of the Race Committee, and due to unfavorable weather conditions, the days races will not be abandoned until after its official warning time. In the event of forecast unfavorable conditions the race committee, utilizing Go-NoGo reference data, shall notify all racers that the days race will be abandoned, but shall not make this notification more than 24 hours prior to a days race. Abandonment more than 3 hours prior to a days race will be posted on the official notice board (See 2 NOTICES TO COMPETITORS).
- 10.2 All boats shall endeavor to check-in at the Race Committee boat prior to the warning signal of each days race. check-in may be done via radio communication, with the race committee, at least 5 minutes prior to the the warning signal of the days race. Race Committee at its discretion, may wave this requirement for a days race.
- 10.3 The starting line will be between a staff displaying an orange flag on the committee boat at the starboard end and the port end starting mark (mark "0"(zero) – see Appendix 1: Courses), or between the permanent mark "0"(zero) (on starboard) and temporary mark. When using two marks for the starting line, the committee boat shall be on station at the starboard end of the starting line, at anchor or underway.
- 10.3.1 **Starting line length:** It is recommended that the race committee set a starting line of a minimum of 600 feet on Wednesday Nights. (Rule of Thumb – start line length should be approximately 1.5 times the total length of all the boats in the largest starting fleet).
- 10.3.2 Race committee setting a temporary mark for the starting line, or on station at the starboard end, shall endeavor to set the line perpendicular to the wind, and at the 600 foot minimum length as well. This distance will provide an adequate starting line length. (See 10.3.1 Starting line length)
- 10.4 Starting flags and a course board, accompanied with audible signals transmitted over VHF radio, is the preferred methods to start the fleet for WEDNESDAY NIGHT RACES.
- 10.5 Not later than the warning signal, the race committee signal boat will display the mark designation for the windward mark, and the course to be sailed. If a temporary mark is used, the approximate compass bearing of the first leg will be displayed.
- 10.6 Boats whose warning signal has not been made shall avoid the starting area.
- 10.7 The five minute rolling start sequence will be used.
- 10.8 The race committee will make a series of sounds one minute before the posted Warning signal, indicating the Preparatory signal for the start sequence. The Postpone signal may also be used in place of the Preparatory signal, with the removal of the flag one minute prior to posting/sounding of the Warning signal.

Starting Signals				
Minutes before starting signal	Visual Signal	Sound	Meaning	Misc.
-6	None	Series	Preparatory	Preparatory signal (see 10.8)
-5	Class/Fleet Flag	1	Warning	Numeric Pennants 1, 2, 3, etc 
-4	P, I, Z, Z with I, Black	1	Preparatory	 (P), (I), (Z)
-1	Preparatory Removed	1	One-minute	
0	Class Flag Removed	1	Start 1 st Class	Start and Warning for succeeding class

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- 10.9 A boat starting later than 15 minutes after her starting signal will be scored (DNS), Did Not Start. This changes rule A4.
- 10.10 The warning signal for each succeeding class shall be made with the starting signal of the preceding class.
- 10.11 **Race committee boat racing:**
- 10.11.1 If the race committee boat also intends to race then she shall start after all fleets have started.
- 10.11.2 The race committee boat shall declare her intentions to race via radio to all competitors prior to the warning signal of the days race.
- 10.11.3 The committee boat will stay in the vicinity of the starting area "in line" and to starboard of the start line to call "boats over early".
- 10.11.4 The committee boat will use starting signals as described in these Sailing Instructions.
- 10.11.5 The committee boat will then begin the race, crossing the starting line behind the fleet(s) at a 30sec. interval of her choosing, and radio the fleet when she crosses the start line.
- 10.12 **Australian Pursuit Race (Sunday or Saturday races):**
- 10.12.1 The race committee boat shall provide each boat racing with their respective starting time from the "Pursuit Start Time Sheet" listed under "Race Documents" for the current series event and course set by the Race Committee.
- 10.12.2 There shall be no time limit for a boat to start after her posted starting time. This changes rule A4.
- 10.12.3 All Boats shall start and finish within one boat length of the permanent mark "0"(zero), unless a temporary mark is in place.
- 10.12.4 At the conclusion of each race all competitors are requested to record their finish time and forward to race committee either by radio, text message, and/or email.

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11 THE FINISH

11.1 The finish line will be between:

11.1.1 A staff displaying an orange flag on the Race Committee boat at the starboard end, and the "0" (zero) mark at the port end. **A BLUE FLAG WILL NOT BE USED AT THE FINISH LINE.**

11.1.2 The permanent buoy "0" (zero), and a temporary mark. The committee boat shall be on the starboard end at anchor or underway taking finishes. At the discretion of the race committee, the finish line may be shortened to a minimum of 100 ft length.

11.1.3 When two marks are used as the starting line, two marks shall be used as the finish line.

11.2 The race committee will only shorten a course at the "0" (zero) mark.

11.3 Race Committee shall finish the boats racing as the leading most part of the boat crosses the finish line.

11.4 All boats racing, retiring early (not intending to finish), shall notify the race committee at its earliest convenience. (See section 16 Safety).

11.5 **Race committee boat racing:**

11.5.1 If the race committee boat is racing, and/or not present at the finish line, all competitors shall record their own finish time, and **shall radio the race committee boat when their boat crosses the finish line.**

For example:

"Race Committee, this is "Soap Opera", finishing.....NOW."

Or (if competitor is using UTC time)

"Race Committee, this is "Soap Opera", finishing time is 18:30:20"

11.5.2 **Any other "first to finish" boat may also take finish times (at the request of the race committee) until relieved by the race committee boat at the finish line.**

11.5.3 Boats not providing a finish time/position for the day's race shall be scored (DNF), Did Not Finish.

12 CHANGE OF COURSE AFTER THE START

12.1 A change of course will only be signaled by the committee boat at the rounding of the "0" mark.

12.2 To change the next leg of the course, the race committee will indicate the new windward mark by displaying the mark designation (i.e. 182, 181, 15, 12, 9, 4) along with Code Flag "C". For complete list of marks see Appendix 2 "Location – Lake Marks".

12.3 The "+" and "-" symbols will not be used to indicate a course that has been lengthened or shortened. This changes racing rule 33

12.4 Temporary Marks ("OS") may be moved without notification and **will not** be displayed with a black band. This changes racing rule 33.

12.5 Boats shall pass between the race committee boat signaling the change of the next leg and the permanent mark "0" (zero), leaving the mark to port and the race committee boat to starboard, unless otherwise prescribed by the course.

12.6 For Saturday Evening and Fall Sunday races, there shall be no change of course after the start, unless the race committee is able to confirm agreement that all boats that started have agreed to, and acknowledge the change of course.

13 TIME LIMIT

13.1 The time limit for the first boat to finish a Sunday afternoon race will be 180 minutes (3 hours) from the start. Any boat not finishing within 210 minutes (3.5 hours) of the start will be scored DNF.

13.2 The time limit for the first boat to finish a Wednesday evening race will be 120 minutes (2 hours) from the start. Any boat not finishing within 150 minutes (2.5 hours) of the start will be scored DNF.

13.3 There shall be no time limit for a Saturday night race.

14 SCORING

14.1 The Low-Point Scoring System, rule A2 will apply.

14.2 The number of throwouts shall be: 2 if greater than 4 races completed, 1 if 4 races completed, and "NO" throwouts if less than 4 races completed.

14.3 Boats scored as DNS, OCS, DNF or DSQ shall be scored points for the finishing place, one more than the number of boats entered in the days race. (DNS shall only be scored for those boats that endeavored to come to the starting area).

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- 14.4 Boats scored as DNC shall be scored points for the finishing place, one more than the number of boats entered in the series.
- 14.5 Scoring for Race Committee remaining on station:
 - 14.5.1 A boat who remains on station for Race Committee duty shall receive for that race a score equal to the average of scores they received for the other races in that series, for up to three races. Additional races served as Race Committee duty shall be scored DNS.
 - 14.5.2 A boat that remains on station for Race Committee duty shall be scored as RC.

15 RADIO COMMUNICATION

- 15.1 The race committee will monitor VHF channels 16, and 71. All communications with the race committee should be done on channel 71, or the race committee cell phone. All communications after the start of the race should be made via VHF radio so that the information is shared by all competitors. In the event of communication via cell phone, the race committee will, at its discretion, rebroadcast to all the competitors. After acknowledged contact on VHF channel 16, the race committee will direct the hailing boat to switch to channel 71.
- 15.2 Radio communications with the race committee during the starting sequence is discouraged, and will only be answered at the discretion of the race committee, or in the event of an emergency.
- 15.3 The race committee will endeavour to hail individual recalls. Hails will also be broadcast on VHF channel 71. Failure to make a broadcast, or in a timely manner, will not be grounds for a request for redress. This changes rule 62.1(a).
- 15.4 To communicate with the race committee via cell phone, use the contact numbers provided in the race officer contact information list, provided on Page 1 of these instructions. Please provide any updates to this contact information to Roy Kuipers (See Page 1).

NOTE: DON'T FORGET to bring your VHF RADIO. Race Committee will use channel 71 to radio information to the competitors before and during the start sequence. Race Committee will radio the fleet, on channel 71, as to the course for the day's race. Also, monitor channel 71 for course changes, weather changes (lightning, for example) and as a means to "stay connected" to the fleet during the race, and in case any boat radios a distress message. If you do not have a working VHF radio, arrive early enough to be given the course from the committee boat.

16 SAFETY, ASSUMPTION OF RISK AND RELEASE

- 16.1 It shall be the sole responsibility of each yacht to decide whether or not to start, or continue a race.
- 16.2 All boats participating are asked to check in with the committee boat prior to the Warning signals of each race.
- 16.3 A yacht that retires from a race is asked to notify the race committee before leaving the course area. See 15 Radio Communications.
- 16.4 Competitors participate in each racing series entirely at their own risk. See Racing Rules of Sailing (2017-2020) rule 4, Decision to Race. The organizing authority will not accept any liability for material damage or personal injury or death sustained in conjunction with, or prior to, during, or after the racing.
- 16.5 Other Misc Safety Information:

BE AWARE: All competing boats should already have an emergency plan in place to immediately retrieve a crew person who inadvertently falls overboard. All boats within close proximity to this type of emergency should be prepared to render aid.

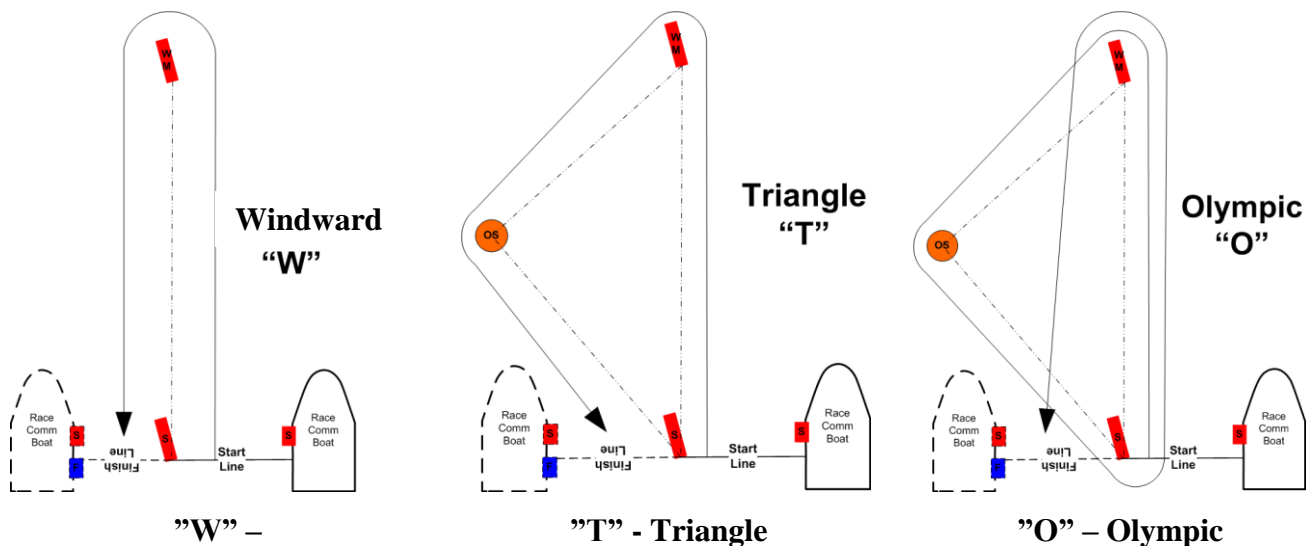
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17 CHANGE HISTORY

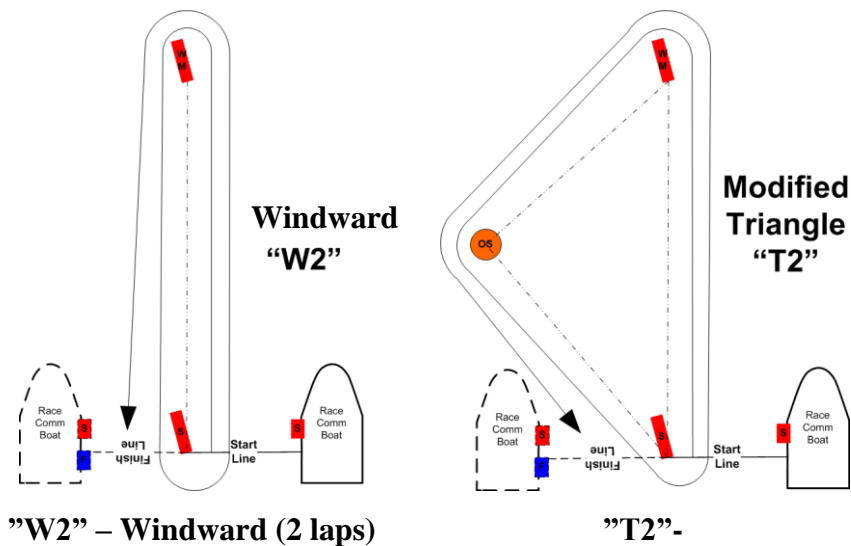
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Rev 4 -	
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Appendix 1: Courses



Modified Courses



Down-wind Start

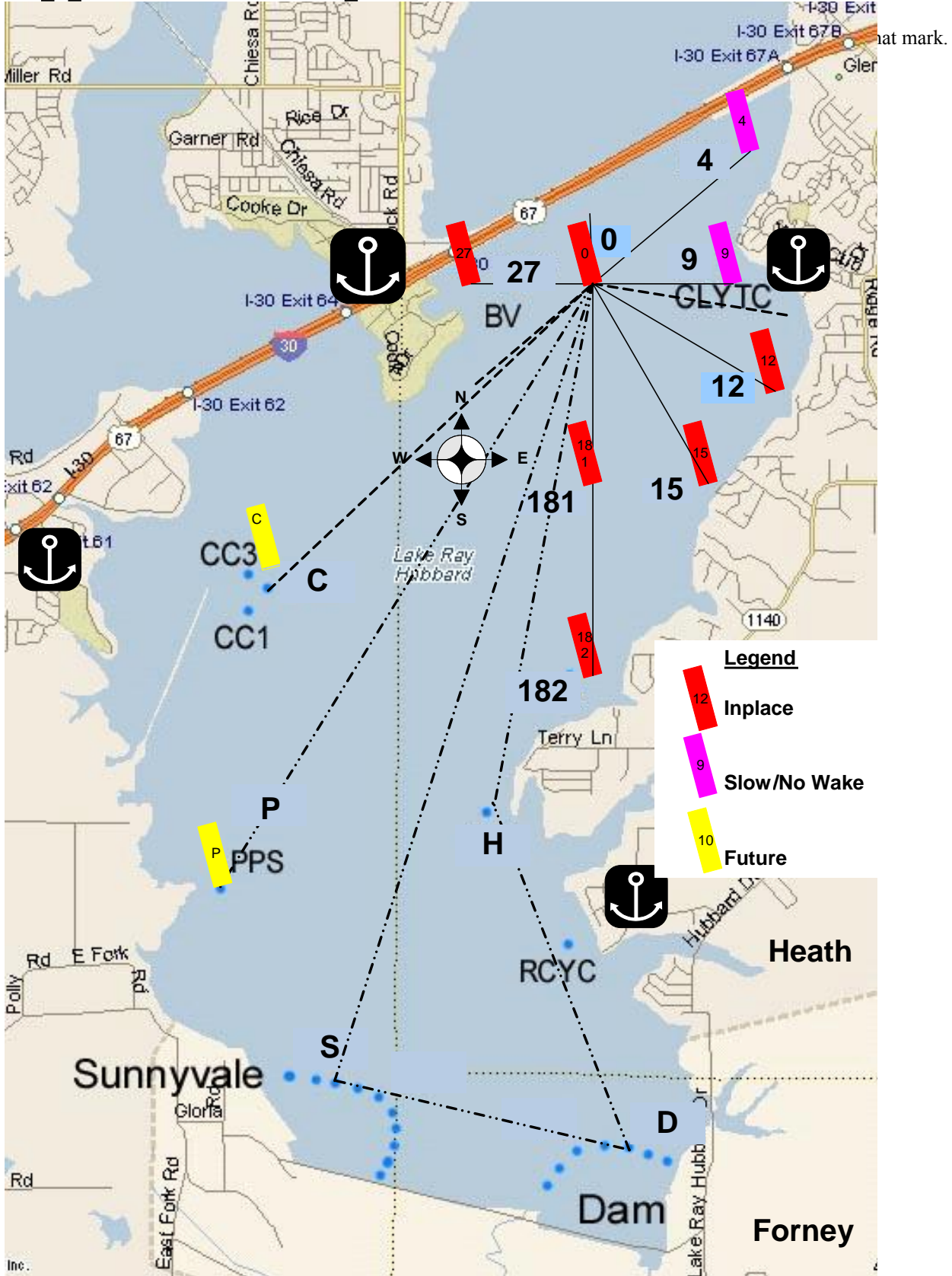


Up-wind Start

Wind Direction for all courses described on this sheet.

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Appendix 2: Map - Lake Marks



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Appendix 3: Locations – Lake Marks

Notes:

1. Marks indicated (highlighted in Red) are in the water, and have been updated. Last validation Jun 2016.
2. Marks indicated (highlighted in Yellow) may/will be added in the near future.
3. Marks indicated (highlighted in Pink) are regulatory marks not controlled by race committee and have not been confirmed or validated.
4. All numeric mark designations represent the compass bearing to the mark from mark "0"(zero), divided by 10. The third digit of a mark designation represents the distance to the mark from mark "0"(zero).
5. Marks "D" and "S" are the third marks from the East and West shores respectively, defining the spillway and pumping area on the south end of the lake. Coordinates for these marks in the chart below are approximate locations, and shall be used as a guide only. The actual position of these marks may vary and are not controlled by the race committee.
6. The mark designation "S" will only be used in posting a course to Sunnyvale. When posting a course using the start-line mark as a mark to be rounded the designation "0" shall be used.
7. Mark "4" shall be the fourth mark from the north shore of Interstate30, near The Harbor. Coordinates to this mark in the chart below is an approximate location, and shall be used as a guide only.

Mark - Waypoint	Latitude		Longitude		To/From
(# = Deg frm "0" - 100)	Deg	Mins	Deg	Mins	0(zero)
0 (zero)	32	52.688	96	29.877	0
4	32	53.332	96	29.161	0.88
12	32	52.292	96	29.043	0.8
15	32	51.818	96	29.277	1.01
27	32	52.667	96	30.599	0.61
181	32	51.685	96	29.963	1.01
182	32	50.705	96	30.018	1.99
9	32	52.657	96	29.138	0.62
D	32	48.349	96	29.688	4.34
H	32	50.092	96	30.614	2.67
P	32	49.609	96	32.183	3.64
S	32	48.683	96	31.702	4.29
C	32		96		

The above coordinates last updated June 2016.